

## Meeting of Otago and Southland Regional Transport Committees


**31 March 2017**

Clutha District Council Chambers  
1 Rosebank Terrace  
Balclutha

10.30 am

### A G E N D A

1. Welcome
2. Apologies – Cr B Dillon
3. Public Forum, Petitions and Deputations
4. Notification of Extraordinary and Urgent Business
  - 4.1 Supplementary Reports
  - 4.2 Other
5. Questions
6. Matters Arising from the Minutes of 17 February 2017 (copy attached – for Committee’s information)
7. Chairman’s Report
8. Staff Report – 17/RTC/18
  - Item 1 - RLTP Programme Update..... 3
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9. Extraordinary and Urgent Business
10. Public Excluded Business



Fraser McRae  
Director, Policy and Resource Planning



Russell Hawkes  
Senior Policy Planner - Transport



## Item 1 RLTP Programme Update

<b>MORF ID:</b> A318034	<b>Strategic Direction:</b> ES - Transport
<b>Report by:</b> Russell Hawkes, Senior Policy Planner (Transport), Environment Southland	<b>Approved by:</b>
<b>Executive Approval:</b>	

### Purpose

To update the Regional Transport Committees on progress to 28 February 2017, with approvals through to final implementation of the various improvement projects included in the Otago Southland Regional Land Transport Plan and National Land Transport Programme (NLTP) for the 2015-2018 period.

### Summary

The tables provided below include information to allow the Committees to monitor progress on improvement projects that were included or have been added to the Otago Southland RLTP for the 2015 to 2018 period. A table detailing emergency works approvals within the Local Roads sector has been included, as requested by the Committees.

The Committees are requested to review progress with the various projects and identify any items they see as needing to be addressed, if the long-term goal and the objectives of the Otago Southland Regional Land Transport Plans (RLTPs) are to be met.

### Recommendation

**It is recommended that the Regional Transport Committees note the report and provide direction on any actions they require, based on the information provided.**

### Report

#### Background

The Committees have requested a schedule of Improvement Projects be prepared to allow them to monitor progress on projects from approval in the Regional Land Transport Plan through to final implementation and construction. The schedule includes a traffic light indicator where green puts the project on target for final construction, as set out in the Regional Land Transport Plan. A delay to the plan is indicated by an orange or red light and some assistance from the Committee may be required to return the project to an “on plan” status. To assist in identifying projects that are not being progressed, an additional column has been added that shows the traffic light status from the last update provided to the Committees. For future reports the NLTP Details column will be updated to provide current project estimated costs in addition to the figures included in the NLTP.

In addition, the Committees requested a further schedule be prepared to monitor emergency works approval over the current National Land Transport Plan period. These approvals are of interest, as maintenance and renewal budgets are capped for the three years of the NLTP. Table 2 provides the Committees with a schedule of emergency works approvals and an

indication of the major works included in these approvals for the current National Land Transport Plan period. Emergency works payments are for works over and above the maintenance and renewals allocations within the National Land Transport Plan.

### ***Improvement Project Status Report – 28 February 2017***

Table 1 provides basic project details, the project owner's priority for advancing the project, the stage of the business case or funding approval that the project has reached, the expected time when it will achieve funding approval, its current status, plus comments on variances, where relevant.

There has only been a single month since the last update so there is little change to the status of most projects. Significant milestones since the last report include:

- **SDC - *alternative Southern Scenic Route seal extension*** – contract has been let.
- **NZTA – *Mataura Intersection Improvements*** – project requirements being reviewed and likely to be advanced.
- **CDC - *the Nuggets seal extension*** – final sealing is due for late March 2017.

### ***Emergency Works Status Report – 28 February 2017***

Table 2 provides details of emergency works approvals for the current National Land Transport Plan period. Emergency works payments are for works over and above the maintenance and renewals allocations within the National Land Transport Plan. As at 28 February 2017, \$3,120,605 has been approved within the Local Roads sector for emergency works. All claims to date have been approved.

State Highways emergency works approvals are not included, as the figures are not available on a regional basis.

### **Views of Affected Parties**

There are no matters in this report which require consideration under this heading.

### **Legal Compliance**

There are no legal issues identified within the report.













### **Consistency with Council's LTP/Annual Plan/Policy/Strategy**















The contents of this report are consistent with Environment Southland's and Otago Regional Council's planning requirements.



















### **Financial and Resource Implications**







There are no financial or resource implications for Environment Southland or Otago Regional Council contained in this report.

**Table 1: Monitoring progress of project items in Otago Southland RLTPs**















Project Details					Project Development & Status					
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Business Case Development	When Physical Work Is Anticipated	Project On Schedule To Be Completed As Per RLTP	Current Status	Current Risk Of Non-delivery	Status Last Report
Stock Effluent Facilities	ES	\$344,200 2015-2016	One	Approved	N/A	Late 2016	Yes		Final Site confirmation. Risk Low	
Pyramid Bridge Replacement	GDC	\$1,750,000 2015-2018	One	Probable	The Combined BC is before GDC, SDC and NZTA at the moment.	2017/18	Yes		Risks (consenting, funding, land acquisition) have been identified through business case process. Risk medium	
Alternative Scenic Route Seal Extension	SDC	\$7,150,00 2015-2016	One	Approved	All approvals received. Construction contract has been let.	Mid-2017.	Project scope increased and construction 1 year later than RLTP.		Low	
Edendale Realignment	NZTA Southland	\$6,560,000 2015-2018	One	Probable	Design Underway	Mid-2017.	Yes		Risk - Low	
Elles Road Roundabout	NZTA Southland	\$1,123,560 2015-2017	One	Proposed	Detailed Business Case underway	2017/18	No, construction starting 1 year later		Risk - Low	
Invercargill Moto Rimu Safety Imp	NZTA Southland	\$450,000 2015-2017	Two	Proposed	Design complete	N/A	No		Will not be delivered this period as does not meet current funding criteria	











Project Details					Project Development & Status					
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Business Case Development	When Physical Work Is Anticipated	Project On Schedule To Be Completed As Per RLTP	Current Status	Current Risk Of Non-delivery	Status Last Report
Longbush In'gill Safety Imp	NZTA Southland	\$473,000 2015-2017	Two	Proposed	Not a Capital Project	2017/18	No		On hold as does not meet current funding criteria	
Mataura Intersection Improvements	NZTA Southland	\$500,000 2015-2017	Two	Proposed	Not a Capital Project	2016/17	No, construction likely to be delayed		Minor improvement. Risk – Moderate due to cost of shifting rail.	
Milford Rockfall /Avalanche Protect	NZTA Southland	\$4,546,667 2015-2017	One	Probable	Strategic Case Complete	2018	No, construction starting 1 year later		Appropriate level of intervention to be determined. Risk - Low	
Visiting Drivers Signature Project	NZTA Southland	\$2,800,000 2015-2017	One	Probable	Design underway	2017	No, construction starting 1 year earlier		Nil	
Seal Extension of The Nuggets Road	CDC	\$1,900,000 2015/16 \$855,000 2016/17	One	Approved	NA	April 2016	Final sealing anticipated late March.		Low	
Central City Safety & Accessibility Upgrade	DCC	\$800,000 2015-2017	One	Proposed	PBC approved. Programme Manager being appointed.	Commencing 2018/19	Yes		Low	
Eastern Bypass	DCC	\$2,500,000 2015-2017	One	Proposed	PBC completed. Next stage to be confirmed.	2019/20 – 2021/22	No, Council are reassessing the delivery timeframes for this.		Low	

Project Details					Project Development & Status					
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Business Case Development	When Physical Work Is Anticipated	Project On Schedule To Be Completed As Per RLTP	Current Status	Current Risk Of Non-delivery	Status Last Report
Peninsula Roading –Portabella Road	DCC	\$16,350,000 2015-2017	One	Probable	Concept/detailed design	2017/18 – 2018/19	Yes		Low	
Strategic Corridors; Warehouse Precinct	DCC	\$80,000 2017-2018	Two	Proposed	PBC completed. Next stage to be confirmed.	Project not yet started. Is in 2021/22 – 2022/23 in RLTP	tbc		Medium	
Street Light Renewal With LED	DCC	\$6,000,000 2016-2017	Two	Probable	Underway 75% complete (single stage)	2017/18 – 2018/19	No, project delayed by 1 year		Low	
Central City and NEV Cycle Network	DCC	\$9,240,000 2015/17	One	Probable	IBC/DBC in progress	2017/18 – 2018/19	No will go into next NLTP period		Low	
Stock Effluent Facilities	ORC	\$1,278,400 2015-2017	One	Probable	Still need to establish exact site locations	Two STEDs to be designed in 2016/17 and built in 2017/18	No, construction of the next STED has been delayed		Low	
Eastern Access Road	QLDC	\$10,873,415 2015/16	One	Proposed	Completed	Completed by December 2017	Yes		Low	
Queenstown Integrated Transport Strategy	QLDC	\$450,000 2015-2017	One	Proposed	PBC underway	Aspects ongoing until 2017/18	Yes		Low	
Queenstown TC Business Case Implementation	QLDC	\$450,000 2015-2017	Three	Proposed	SC and PBC approved by NZTA	Works in progress.	Yes		Low	
Wanaka Business Case Implementation	QLDC	\$450,000 2015-2017	Three	Proposed	SC to be reviewed February 2017	Minor works in progress.	No		Low	

Project Details					Project Development & Status					
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Business Case Development	When Physical Work Is Anticipated	Project On Schedule To Be Completed As Per RLTP	Current Status	Current Risk Of Non-delivery	Status Last Report
Street Light Upgrade 2016.18	WDC	\$500,000 2016-2017	Three	Probable	Tenders received & evaluation completed. 2 suppliers selected and orders of 300 each completed. Southland DC to confirm order. WDC collaborating with NZTA Otago for LED streetlight upgrade. Offer of Service for cat V design accepted. WDC also approached by Clutha DC and Invercargill DC for supply.	2016/17	Yes		Low	
Kataiki Erosion Mitigation	NZTA Otago	\$120,000 2015/16	Three	Proposed	Stage 1 construction about to commence	2016/17	No, construction starting 3 years earlier		Stage 1 Risk - Nil	
Maheno Flood Mitigation	NZTA Otago	\$700,000 2015-2017	One	Proposed	Programme Business Case Underway	2017/18	No, construction starting 3 years earlier		Risk - low	



Project Details					Project Development & Status					
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Business Case Development	When Physical Work Is Anticipated	Project On Schedule To Be Completed As Per RLTP	Current Status	Current Risk Of Non-delivery	Status Last Report
Nevis Bluff Rockfall Protection	NZTA Otago	\$3,050,000 2015-2017	One	Proposed	Entry point to be confirmed	2017/18	No, behind schedule		Appropriate level of intervention to be determined. Risk - Low	
Pine Hill /Great King Street Intersection Imp	NZTA Otago	\$2,240,000 2015-2017	One	Proposed	Strategic Case underway	Late 2017/18	No, behind schedule		Could be difficult to develop and effective and affordable solution Risk - moderate	
Waikouaiti Flood Mitigation	NZTA Otago	\$1,500,000 2015-2017	One	Proposed	Programme Business Case Complete	2017/18	No, construction starting 3 years earlier		Risk - low	
Beaumont Bridge Replacement	NZTA Otago	\$2,400,000 2016-2017	Three	Proposed	IBC/DBC underway	2018/19	No, construction starting 2 years earlier		Risk - low	
Big Kuri Creek Flood Mitigation	NZTA Otago	\$980,000 2016-2017	Three	Proposed	Not a Capital Project	2017/18	No, construction starting 3 years earlier		Risk – low Note this will be undertaken as an M&O activity, NOT a capital project	
Grant Rd to KF Bridge Improvements	NZTA Otago	\$6,000,000 2015-2017	One	Proposed	Stage 1 construction underway. Stage 2 DBC underway	Stage 1 2016/17 Stage 2 2019/20	No, construction starting 3 years earlier		Risk - low	
Dunedin One Way Pair Cycle Lanes	NZTA Otago	\$4,544,000 2015-2017	One	Proposed	Design underway	2017	Yes		Risk - low	

Project Details					Project Development & Status					
Project	Project Owner	NLTP Details	RTC Priority	Current NLTP Status	Business Case Development	When Physical Work Is Anticipated	Project On Schedule To Be Completed As Per RLTP	Current Status	Current Risk Of Non-delivery	Status Last Report
Visiting Drivers Signature Project	NZTA Otago	\$2,800,000 2015-2017	One	Probable	Design underway	2017	No, construction starting 5 years earlier		Nil	
State Highway 88 Shared Path	NZTA Otago	\$16,800,000 2016-2018	N.A. Program Variation		Design underway	2017/18	Yes		Risk – moderate due to funding constraints	
Oamaru – Dunedin Safety Improvements	NZTA Otago	\$682,000 2016-2018	Three	Approved	DBC underway	2018/19	No, construction starting 2 years earlier		Risk - low	
Dunedin Fairfield Safety Improvements	NZTA Otago	\$4,239,000 2015-2017	Two	Approved	Design underway	2017/18	No, construction starting 3 years earlier		Risk - low	
Dunedin – Port Chalmers Safety Improvements	NZTA Otago	\$2,462,000 2016-2018	N/A Program Variation	Approved	Design underway	2017/18	N/A Program Variation		Risk - low	

**Table 2: Emergency Works Approvals – as claimed to 28 February 2017**

*Figures based on RCA submitted claims to date*

Road Controlling Authority	Approved 1 July 2015 to 30 June 2016	Approved 2016/17	Claimed but Not Approved 2016/17	Total To Date 2015/18 RLTP	Major Work Included
Gore District Council	\$0.00	\$0.00	\$0.00	\$0.00	N/A
Invercargill City Council	\$0.00	\$0.00	\$0.00	\$0.00	N/A
Southland District Council	\$97,528.00	\$347,259.00	\$0.00	\$444,787.00	Chaslands Highway Slip Repairs
Southland State Highway Network Operations	Not available	Not available	Not available	Not available	Not available
Central Otago District Council	\$12,389.00	\$25,659.00	\$0.00	\$25,659.00	Fruit Growers Road Slope Stability
Clutha District Council	\$0.00	\$0.00	\$0.00	\$0.00	N/A
Dunedin City Council	\$815,622.00	\$1,803,084.00	\$0.00	\$2,618,706.00	Storm Event June 2015
Queenstown Lakes District Council	\$35,801.00	\$15,652.00	\$0.00	\$31,453.00	Crown Range Land Instability
Waitaki District Council	\$0.00	\$0.00	\$0.00	\$0.00	N/A
Otago State Highway Network Operations	Not available	Not available	Not available	Not available	Not available

## **Item 2 South Island Regional Transport Committee Chairs - Update**

<b>MORF ID:</b>	<b>Strategic Direction:</b>
<b>Report by:</b> Jane Turnbull, Manager Strategic and Transport Planning, Otago Regional Council	<b>Approved by:</b>

### **Purpose**

This report updates the Regional Transport Committees on the recent meeting of the South Island Regional Transport Committee Chairs group.

### **Summary**

Councillors Trevor Kempton (Chair, Otago RTC), Eric Roy (Chair, Southland RTC), Graeme Bell (Deputy Chair, Otago RTC) and ORC Manager Strategic and Transport Planning attended a meeting of the South Island Regional Transport Chairs on 20 March 2017, in Christchurch.

The meeting covered the following topics:

1. a check that the collaboration charter is still fit-for-purpose (charter shown at the end of this report);
2. a presentation on NZTA's vision from Mr Jim Harland on behalf of Fergus Gammie, NZTA CEO;
3. development of a joint work programme;
4. endorsement of a common message to go in the front of all RLTPs (the content of which was discussed at the last Otago and Southland RTCs' meeting);
5. presentation from Ministry of Transport officials on the draft Government Policy Statement on Land Transport (GPS);
6. content of a proposed submission on the draft GPS.

### **Recommendation**

**It is recommended that the Regional Transport Committees note this report and also the report of the meeting [to be] given orally by the Otago and Southland RTC Chairs, and resolve to endorse the joint work programme set out in this report.**

### **Report**

#### **Joint work programme**

The regional and unitary council officials supporting this South Island collaboration prepared a paper for the South Island RTC Chairs suggesting possible next steps for a joint work programme. This paper, designed to begin to give effect to the collaboration charter, is shown at the end of this report. *(Note: (a) the third shared objective concerning resilience is new; and (b) the need for the concept of future proofing is to be included in the charter wording.)*

The Chairs agreed to the suggested work programme, and recognised the need to jointly invest in the proposed joint projects, subject to the freight and tourism model projects being scoped in discussion with NZTA and the Ministry of Transport then brought back to the Chairs for their consideration.

The agreed action steps were:

- scope the work required to prepare a South Island-wide network model and a South Island-wide visitor flows model (working with NZTA/MOT [by August 2017], to enable the requisite funding to be included in RLTPs and LTPs for 2018-2021);
- identify existing resilience information for South Island.

### **The GPS submission**

This is covered in the separate report on this meeting agenda.

### **Attachments**


Shown on the following pages are:

1. the updated collaboration charter; and
2. the paper prepared for the South Island RTC chairs, suggesting the first steps to be taken in a joint work programme for all South Island regional and unitary councils.


Collaboration Charter

# South Island Regional Transport Collaboration Charter


## South Island Inter-Regional Transport Group




Champion  
Cr Paul Matheson




Champion  
Cr Eric Roy




Champion  
Cr Terry Sloan




Champion  
Cr David Bedford



Champion  
Cr Trevor Kempton



Champion  
Cr Stuart Bryant



Champion  
Cr Andrew Robb

**Shared Purpose (WHY):**  
To significantly improve transport outcomes in the South Island through collaboration and integration

**Shared Objectives (WHAT by 2019):**

1. We will identify and facilitate integrated freight network improvements across the South Island
2. We will identify and facilitate integrated tourism journey improvements across the South Island
3. We will identify and pursue options for improving resilience & security of the transport network across the South Island
4. We will propose and develop a common front end for our RLTPs reflecting common interests across the South Island
5. We will advocate for an enabling funding approach to adopt innovative multi-modal (road, rail, air, sea) solutions
6. We will be widely recognised as a strong advocacy group for all transportation in the South Island

*Note, the GPS 2018 is seen a key mechanism to help facilitate these objectives*

**Shared Working Principles (HOW):**

- Commit to attend group meetings and fully participate in group activities
- Strategic perspective to be maintained
- Advocate group purpose, objectives & activities in our own organisation
- Support other group members to help influence their organisations and community
- Openly share information and constraints within the group...no surprises
- Media releases to be agreed by the group before distribution


**Role & Governance (WHO):**

- Strategic Influencer Role
- ECAN secretariat first year
- RTC chains meet twice/year
- Officials meet as required

**Measured by:**  
KPIs agreed by the group  
Regular collaboration healthchecks (if required)

March 20<sup>th</sup> 2017  
(version 2.0)

We will review and maintain the charter and measure our progress regularly



**Paper prepared for, and discussed at, the South Island RTC Chairs Group meeting  
20 March 2017**

**Draft Work Programme**

During 2016, the Chairs of the South Island Regional Transport Committees met and agreed on a South Island Regional Transport Collaboration Charter.

The shared purpose of the Group was stated as being “To significantly improve transport outcomes in the South Island through collaboration and integration”.

Five shared objectives were identified for the Charter, and these are set out in the table below. In addition, officials are proposing a sixth objective relating to improving the resilience and security of the transport network across the South Island, also included in the table below. Finally, the table includes an item on sharing of knowledge/resources, which reflects the shared working principles in the Collaboration Charter.

The following table summarises the initial work that has taken place and the possible next steps.

	<b>Shared objective</b>	<b>Initial work</b>	<b>Possible next steps</b>	<b>Status</b>
1	Freight network improvements across the South Island	-	See overleaf	Possible next steps identified
2	Tourism journey improvements across the South Island	-	See overleaf	Possible next steps identified
3	A common front end for RLTPs	Development of common messaging	Implementation of common messaging	Draft messaging provided to Chairs
4	Advocating for an enabling funding approach to adopt multi-modal solutions	Submission on GPS 2018	Advocate for options development as part of implementation of the One Transport Approach signalled in GPS 2018	Draft submission provided to Chairs
5	Becoming widely recognised as a strong advocacy group	Submission on GPS 2018	Invite Minister of Transport to next Chairs’ meeting	Draft submission provided to Chairs
6	Resilience and security of the transport network	-	See overleaf	Possible next steps identified
7	Sharing of knowledge/resources	Sharing of information, such as: <ul style="list-style-type: none"> <li>• briefings to incoming RTCs</li> <li>• Analysis of GPS 2018</li> <li>• Report on transport-related data gaps</li> </ul>	Officials to identify opportunities for sharing information/resources and collaborating	Officials to discuss at next teleconference

Discussion points for Chairs:

- Is anything significant missing from the table? Are there any issues with the table?
- Workstreams 1, 2 and 6 might require funding over and above contribution of regional/unitary council staff time, to achieve a meaningful outcome. Chairs may like to discuss the appropriate

process for progressing these workstreams. NB: Officials would work with central government to avoid duplication of work, access knowledge bases, and seek funding.

### **1. Integrated freight network improvements**

*Initial goal:* Achieving and maintaining a better understanding of the current internal freight task across the South Island.

*Possible action:* Work with NZTA and the Ministry of Transport to develop and maintain a South Island-wide network model showing major freight attractors and generators, the types, volumes and value of freight being moved, and key freight routes including the first and last mile, and mode (road, rail).

This work would support the following initiatives in the Draft South Island Freight Plan:

- define key freight routes and identify freight levels of service gaps across the network in relation to efficiency, safety and resilience;
- implement One Network Road Classification, including optimisation to address identified level of service gaps;
- maintain a sound information base to inform decision making by regular reviews of the freight task in the South Island;
- protect freight corridors and land areas adjacent to freight activities.

### **2. Integrated tourism journey improvements**

*Initial goal:* Achieving, and maintaining a better understanding of the flows of tourists to/from/within the South Island.

*Possible action:* Work with NZTA and the Ministry of Transport to develop and maintain a South Island-wide visitor flows model showing the volumes and value of visitor movements, visitor attractors and key routes, and mode of travel (road, air, and rail).

The desired outcomes of the NZ tourism strategy that this could support include:

- Definition of gaps in tourism-related infrastructure for South Island travel/transport
- Planning of mechanisms to better disperse of visitors across South Island regions
- Identification of network resilience gaps particularly in relation to tourist requirements.

### **3. Improving the resilience and security of the transport network across the South Island**

*Initial goal:* develop an understanding of the threats to and opportunities for the South Island transport network to allow options for improving the network resilience to be developed.

*Possible action:* Work with NZTA and the Ministry of Transport to develop a whole-of-South Island understanding of threats and opportunities to the transport network.

Outcomes would include:

- a co-ordinated approach to resilience across the South Island to ensure freight and tourist flows are maintained with a minimum of disruption;
- resilience issues are taken into account as a key component of workstreams 1 and 2.



## **Item 3 Draft Government Policy Statement on Land Transport**

<b>MORF ID:</b>	<b>Strategic Direction:</b>
<b>Report by:</b> Jane Turnbull, Manager Strategic and Transport Planning, Otago Regional Council	<b>Approved by:</b>

### **Purpose**

The purpose of this report is to suggest, for discussion by the RTCs, a submission on the draft Government Policy Statement on Land Transport 2018/19–2027/28 (the GPS), recently released for comment.

### **Summary**

The Government releases a new GPS every three years, and each GPS has a 10 year horizon. The next GPS will come into force on 1 July 2018, and the Government has just released a draft of this. Submissions on the draft GPS close on 31 March 2017, but the Ministry is prepared to accept a submission the following Monday (3 April 2017) to accommodate the Otago and Southland RTCs meeting on 31 March.

A one page summary of key themes in the GPS, prepared by the Ministry of Transport, follows at the end of this report.

The draft GPS mentions all the matters raised last year by the South Island RTCs Chairs and officials groups. The South Island RTC Chairs group has expressed concern, however, that the new (integrated and multi-modal) one-transport system approach woven into the draft GPS cannot be properly implemented until the organisational models for road and rail are aligned using common political principles.

Another concern is that the GPS, while it notes the increasing numbers of visitors projected over the next decade, does not explicitly recognise and provide for the extra costs likely to be incurred by local government in managing issues associated with this travel.

### **Recommendation**

It is recommended that the Otago and Southland Regional Transport Committees resolve to endorse the Otago Regional Council Director of Policy Planning and Resource Management at Otago Regional Council and/or the Environment Southland Director of Policy, Planning and Regulatory Services to prepare, on the Committees' behalf, a joint submission on the draft GPS that:

1. endorses the South Island RTC chairs submission; and
2. adds the further points of submission suggested in this report.

## Report

### Background

The Government releases a new GPS every three years, and each GPS has a 10 year horizon. The next GPS will come into force on 1 July 2018, and the Government has just released a draft of this, for comment. The Government typically releases a new GPS 6-12 months ahead of when it comes into effect, so that NZTA and councils can use it in their planning. Although a date has yet to be set for release of the final GPS 2018/19–2027/28, it may not be until after the general election.

The GPS sets out the government's priorities for expenditure from the National Land Transport Fund over the next 10 years. It sets out how funding is allocated between activities such as road safety policing, state highways, local roads and public transport.

The full GPS is available for download at:

<http://www.transport.govt.nz/ourwork/keystrategiesandplans/gpsonlandtransportfunding/>

### South Island RTC Chairs submission

The South Island Regional Transport Committees officials prepared a submission on the draft GPS, which the RTC Chairs Group discussed and refined at its meeting on 20 March 2017. A copy of this submission (shown at the end of this report) covers matters of common interest to all South Island Regional Transport Committees.

In making their own submission to the Ministry on the draft GPS, the Otago Southland RTCs could endorse the points made in this South Island submission and then add further points specific to Otago and Southland.

### Further points of submission

The following matters, pertinent to southern South Island, are not covered in the South Island RTC chairs submission:

1. **Increasing numbers of visitors to New Zealand are expected** – over 4.5 million visitors anticipated in 2022 compared to 3 million in 2015, many of whom will visit southern New Zealand. Over the next four years Tourism New Zealand intends to pursue regional dispersal through region-specific campaigns, as well as targeting special interest visitors such as cyclists, golfers and backpackers who visit more regions. Such a substantial dramatic increase in visitor numbers is likely to require local government to spend significant amounts of money on managing the safety and environmental externalities arising from this extra volume of travel. The GPS needs to recognise and provide for these transport-related costs. Moreover, the notion of what costs are transport-related will probably need to be broadened over time, to enable more effective integrated management of tourism travel and the externalities arising from this.
2. **The areas experiencing or likely to experience high growth during the term of the new GPS are not all major metropolitan areas as suggested in Table 1 of the draft GPS** - all references to high growth areas should apply to Queenstown Lakes.

3. **Paragraph 127 in the draft GPS concerning the need for improved, safe cycling networks should encompass the Queenstown, Upper Clutha and Dunedin areas** - so too should the reference to expanding and completing dedicated cycling networks in Table 1 (*page 20, bottom row*).
4. **There is a need to clarify whether projects based in the rural area within Dunedin City boundaries could be funded under the Regional Improvements activity class** - Table 3 defines this activity class as applying to investment in transport improvements outside major metropolitan areas, to support regional economic development. Dunedin City is listed in the GPS's Glossary as a major metropolitan area, yet large parts of this territorial authority area are rural.
5. **The GPS should explicitly provide for funding of surveys and research by local government into the best ways to change attitudes and behaviour, in order to achieve a land transport system that is a safe system, increasingly free of death and serious injury (e.g. in Table 1)** - the Southern Road Safety Influencing Group (a collaboration of regional councils, territorial authorities and NZTA in Southern New Zealand) would like to be able to access funding for this type of investigation. Wording of the GPS should make it clear that this sort of approach is valuable and worth funding.

#### **Attachments**

Shown on the following pages are:

1. a one page summary of key themes in the GPS, prepared by the Ministry of Transport;
2. South Island Regional Transport Committees submission to the Ministry of Transport (draft to be authorised by RTC chairs).

New Zealand Government

# The GPS at a glance...

## Background information

### What is it?

While the term GPS might be more familiar when talking about global positioning, in the transport sector it's more commonly used to refer to the Government Policy Statement on Land Transport.

Instead of directing us where to go, this GPS helps to direct money – like petrol taxes and road user charges – from the National Land Transport Fund into things that the Government wants to achieve for New Zealand's land transport network.

### How do we achieve this?

The GPS helps guide investment in transport by providing a longer term strategic view of how we prioritise things in the transport network. The NZ Transport Agency and councils then collaborate on how National and Regional Land Transport Plans can help deliver these priorities.

### Why do we need it?

The GPS sets aside money to:

- maintain our existing transport network to ensure we can get where we need to go, and this includes maintaining our roads
- improve our land transport network so that it functions better, through investing in roads like the Roads of National Significance, in public transport services, and in walking and cycling initiatives like through the Urban Cycleways Programme
- deliver specific objectives including lifting economic growth and productivity, improving safety, and improving preparedness for events like the Canterbury and Kaikoura earthquakes.

### How do we keep it relevant?

A new GPS has been released every three years, and each of them provides a 10 year horizon. The next GPS will come into force on 1 July 2018, and will cover the period 2018–2028. It is usually released 6–12 months ahead of when it takes effect, so the NZ Transport Agency and local councils can use it in their planning.

VIEW A DRAFT OF THE GPS 2018 ONLINE AT: [WWW.TRANSPORT.GOVT.NZ/GPS2018](http://WWW.TRANSPORT.GOVT.NZ/GPS2018)



## Where we're at

Since 2009, the Government has focussed investment on the following three priorities – these remain largely unchanged



Conversations we've had with the sector, lessons learned from recent events and some big challenges on the horizon globally have led us to update our approach to supporting economic growth and productivity

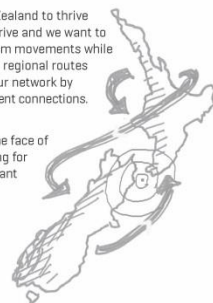


### For GPS 2018 we're focussing on...

- putting the right infrastructure in place to support high growth urban areas
- supporting the regions – for New Zealand to thrive we need our local economies to thrive and we want to support regional freight and tourism movements while increasing the resilience of critical regional routes
- improving how freight moves on our network by focussing on high quality and resilient connections.

### Resilience

We're also focussing on ensuring that our network is resilient in the face of shocks and challenges – like responding to earthquakes or catering for increasing numbers of tourists using our transport network. We want to minimise the risk of transport disruption.

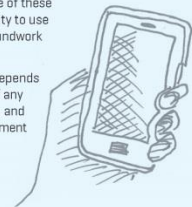


## What we need to think about

There are some broader challenges we need to think about as we deliver the strategic priorities

### Technology

Technology is changing so many aspects of our lives – and transport is no exception. New opportunities are being created every day. We need to start planning now to take advantage of these opportunities, whether that's increasing our ability to use wireless and smart technology or laying the groundwork we need to support autonomous vehicles.



How fast and how much transport will change depends on a range of other factors including the cost of any new technology, people's willingness to adopt it, and central and local government creating an environment that supports change. GPS 2018 encourages investment in innovative or new technology and its potential to offer different solutions to how people and goods move around New Zealand.

### One-transport system approach

These changes are going to have a big impact on how we use the transport network. We have to look past land transport and across the whole system to plan for how we adapt to get the benefit of new technologies. GPS 2018 encourages a one-transport system approach, seeking the best solutions across transport modes [road, rail, sea, air] with seamless connections between them.



**DRAFT Submission to Ministry of Transport**

X March 2017

GPS Policy Team  
Ministry of Transport  
PO Box 3175  
Wellington 6140  
[GPS2018@transport.govt.nz](mailto:GPS2018@transport.govt.nz)

Dear Sir or Madam

**South Island Regional Transport Committee Chairs Group - Submission on draft Government Policy Statement on Land Transport 2018**

1. The South Island Regional Transport Committee Chairs Group (“the Chairs”) welcomes the opportunity to make a submission on the draft Government Policy Statement on Land Transport 2018 (GPS).
2. We would also like to thank the Ministry of Transport officials who attended the Chairs meeting on 20 March 2017 to discuss the draft GPS.

***Overview of the South Island Regional Transport Committee Chairs Group***

3. Membership comprises the Regional Transport Committee (RTC) Chairs for all South Island RTCs, that is: Southland, Otago, West Coast, Canterbury, Marlborough, Tasman and Nelson. The Chair is Councillor Terry Sloan of the Marlborough District Council and the Deputy Chair is Councillor Andrew Robb of the West Coast Regional Council. Environment Canterbury is the secretariat.
4. The Chairs have come together on the basis that South Island regions have a common view of transport-related problems and opportunities, and will have a significantly greater impact working together. Key focus areas for the Chairs are shared advocacy, critical freight and visitor journeys, resilience, improved data collection, and shared knowledge and resources.
5. Chairs are supported by the South Island RTC Officials Group.

***A positive step forward***

6. Chairs wrote to the Minister of Transport on 1 September 2016 seeking, in particular:
  - recognition of the role that transport plays in enhancing tourism through greater support for tourism and investment in tourism corridors
  - greater flexibility in the GPS to adopt the most effective solution to transport problems, including multi-modal transport solutions.
7. Chairs would like to acknowledge the positive steps taken in the draft GPS to provide a basis for improving visitor journeys and the infrastructure which supports those journeys, as well as promoting the efficient and effective movement of freight. Chairs also welcome the emphasis in the draft GPS on improving both accessibility and resilience, as these are critical issues across the South Island.
8. Chairs also strongly support the initiative to enhance regional economic growth through the new Regional Improvements Activity Class. This will give NZTA greater flexibility in approving transport projects outside of the main metros, and will have a positive impact on smaller South Island

communities. Chairs welcome the possibility of reducing the local funding contribution, as this is likely to be critical to progressing projects that fall under this Class.

### ***Summary of key points***

9. Chairs wish to submit on the following matters outlined in detail below:
  - The GPS needs to signal how a One Transport System Approach will be achieved
  - Changes to underlying organisational and funding models are also needed
  - There is a need for greater emphasis on transport options as an important component of current and future demand for access to opportunities
  - The GPS should recognise that growth pressure is being experienced in many areas
  - Central government leadership is needed to better understand and manage the risks posed to the resilience of our transport network
  - The Ministry of Transport needs to monitor implementation of the GPS
  - The timing of the GPS needs to be better aligned with other significant planning and funding documents.

#### ***1. The GPS needs to signal how a One Transport System Approach will be achieved***

10. If properly designed and implemented, the new One Transport System Approach will be a significant step toward achieving a connected, multi-modal transport system over time.
11. It is difficult to see how the One Transport System Approach will be effective if the Ministry of Transport, which has responsibility for the overall performance of the transport system across modes, does not lead this work. We consider there is a risk that the One Transport System Approach as proposed in the current draft, will be focused on matters such as efficient administrative practices (like as integrated ticketing), rather than the fundamental changes needed to move toward an integrated multi-modal transport system.
12. Chairs would therefore like to see the following recommendations reflected in the GPS:
  - The Ministry of Transport has the primary responsibility for overseeing the One Transport System Approach, though NZTA would assist with the development and implementation of the One Transport System Approach
  - The Ministry of Transport leads the development of a strategy to implement the One Transport System Approach, in partnership with the transport sector
  - GPS 2018 provides information about the objectives of the One Transport System Approach and the kind of changes that are envisaged.
13. These components should all be included in the final GPS, to provide clarity and assurance about the seriousness of the Government's commitment to the One Transport System Approach.
14. Chairs consider that the South Island RTC Officials Group would be well placed to provide advice and input into the development of a strategy as proposed above, and to draw on local government and private sector connections in the South Island to do so.

#### ***2. Significant changes to underlying organisational and funding models are needed***

15. Chairs are concerned that it will not be possible to put into effect through GPS 2018, multi-modal solutions involving rail, coastal shipping and other non-road transport options.
16. At a minimum, GPS 2018 needs to signal an intent to develop options for improving the organisational and funding models which underlie the transport system in time to ensure changes will be made before and reflected in GPS 2021, in particular:
  - In the longer-term the GPS needs to support multi-modal transport outcomes, by removing incentives for local government to focus exclusively on road transport solutions. As such, there is

a need for a funding model that supports the adoption of the most effective solution to transport problems. These options should be explored as part of the proposed strategy for the One Transport System Approach.

- There is, in particular, a need to bring road and rail into a common organisational model that applies common principles, and to institute a workable land transport funding system that enables modal substitutions to be made when such substitutions would lead to better land transport outcomes.
- The national funding model will need to be reconfigured away from the current traditional approach (based on Road User Charges and Fuel Excise Duty), given the impact of electric vehicles are having on revenue and the even greater impact they will have in the future as uptake increases.

17. Chairs understand that the current system settings, including the ring-fenced nature of the National Land Transport Fund, are a barrier to implementing the recommended actions outlined above. This is why Chairs recommend that options development commences in 2017 to ensure that much-needed changes (including any legislative changes that may be necessary) can be made in advance of and therefore reflected in GPS 2021. Once again, Chairs consider a commitment to exploring changes of this nature should be made in GPS 2018.

***3. There is a need for greater emphasis on transport options as an important component of current and future demand for access to opportunities***

18. Chairs also consider that support for appropriate transport choice needs greater recognition in the GPS as an important part of addressing current and future demand for access to economic and social opportunities.

19. The availability of effective transport alternatives is a core component of a multi-modal transport system, whether this be good quality walkways and footpaths that enable connectivity (particularly in light of the ageing population), reliable and efficient public transport services that reduce dependency on the single occupancy vehicles that congest urban centres, or wider consideration of the intermodal role of rail and coastal shipping for resilient freight journeys.

20. There is a risk that the GPS will otherwise encourage a focus on capacity building at the expense of managing demand through the use of alternatives and travel demand where these would better support access to opportunities.

***4. The GPS should recognise that growth pressure is being experienced in many areas***

21. The draft GPS signals that growth infrastructure is an important part of the economic development objective. We welcome the intent behind this, but the GPS largely limits this result area to the few urban areas that qualify for the government's Housing Infrastructure Fund (HIF). Access to funding for growth infrastructure needs to be available much more widely.

22. The National Policy Statement on Urban Development Capacity (NPS UDC) places very specific obligations on both medium and high growth areas to meet - and exceed - housing demand over 20 years. Transport Infrastructure will be crucial to meeting these demands.

23. The HIF is limited to urban authorities deemed to be high growth under the NPS UDC. It does not reflect the growth pressure being experienced in many areas. The rationale for investing in medium or high growth areas is still sound and clearly a government priority, even if not all urban authorities qualify for the special funding treatment proposed by the HIF.

24. We also consider that the GPS' focus on development should not be so exclusively tied to the point-in-time HIF. Both the GPS and NPS UDC are intended to have an enduring influence on the provision of infrastructure in New Zealand. Consequently, we ask that the link with the NPS UDC be made explicit in the GPS.

25. Finally, there are significant links between transport and regional economic development; the signals in the draft GPS are weak and need to be strengthened.

***5. Central government leadership is needed to better understand and manage the risks posed to the resilience of our transport network***

26. Chairs support the renewed focus in the draft GPS 2018 on how freight moves on our network through high quality and resilient connections. Resilience is critical to regional economic development and recent events have starkly demonstrated that we are very susceptible to disruption on key national and regional routes.

27. We are concerned that there is no overarching national strategic approach to identifying and managing these risks. In particular, we are concerned about the ongoing risk of disruption to the supply chain for the carriage of goods to and across the South Island.

28. We consider that central government urgently needs to lead a strategic conversation around enabling sustainable choices for freight transport and long-term resilience.

***6. The Ministry of Transport needs to monitor implementation of the GPS***

29. Effective implementation of the GPS will be critical to achieving the desired outcomes. Past experience has shown that fully aligning NZTA's Investment Assessment Framework with the GPS can be challenging. Misalignment has resulted in NZTA staff having to find convoluted ways of funding the best solution to a particular problem, as well as NZTA funding decisions being challenged. The Chairs consider it particularly important that NZTA's Investment Assessment Framework factors in the new GPS provisions on tourism.

30. To this end, the Chairs suggest that:

- the Ministry of Transport takes an ongoing role in ensuring that NZTA's Investment Assessment Framework will deliver on the GPS
- The South Island RTC Officials Group helps test the efficacy of the NZTA decision-making framework for the sections on tourism in the final GPS.

***7. The timing of the GPS needs to be better aligned with other significant planning and funding documents***

31. The timing of the issue of the GPS and the adoption of the National Land Transport Programme (NLTP) is an ongoing problem for local government. Councils, through their long-term plans commit to projects and a level of service to be delivered to their communities. However, the timing of the GPS and NLTP does not align with local government processes in adopting long-term plans under the Local Government Act 2002. Any changes to the NLTP have a direct impact on rates revenue, which is used to match any shortfall. Any consequential changes to long-term plans need to occur prior to public consultation on long-term plans.

32. Aligning the timing of these processes would provide certainty around central government financial assistance prior to public consultation on long-term plans. It would also prevent the costly consultation required when there is a significant variation to the long-term plan following the release of the NLTP, or the issues that arise where there is a twelve month delay in adjusting rates to make up a shortfall in funding.

33. Chairs recommend that, as a matter of priority, options for aligning timing be developed so an enabling amendment can be considered in the next appropriate legislative vehicle. The South Island RTC Officials Group is available to provide further advice on the problems being experienced and on potential solutions.

Yours sincerely

**Councillor Terry Sloan, Chair, South Island Regional Transport Committee Chairs Group**



## Item 4 NZTA Updates

<b>MORF ID:</b> A318034	<b>Strategic Direction:</b> ES - Transport
<b>Report by:</b> Russell Hawkes, Senior Policy Planner (Transport), ES	<b>Approved by:</b>
<b>Executive Approval:</b>	

### Purpose

To allow the New Zealand Transport Agency to provide verbal updates at the meeting.

### Summary

Representatives of the New Zealand Transport Agency have undertaken to provide the Committees with updates on various policy guidance projects the agency is currently working on.

NZTA representatives will provide information on:

- strategic long-term view for each region;
- draft investment assessment framework – this provides the framework for investment decisions regarding items to be included in both the RLTP and NLTP;
- programme business case for State Highway 1;
- cycling update on:
  - ◆ provision for cycling being considered for Dunedin’s one-way pair of state highways;
  - ◆ extension of SH88 shared path;
- update on Connected Dunedin collaboration.

### Recommendation

**It is recommended that the Regional Transport Committees note the updates and provide direction on any actions they require.**

### Report

#### Background

The New Zealand Transport Agency is working on a number of project updates that will be reported on verbally at the meeting. Relevant material will be provided under separate cover prior to the meeting should pre-reading be required.

NZTA has been developing a long-term strategic view for transport in the various regions across the country. The draft Otago and Southland strategic view documents will be presented to the Committees.

NZTA has just released a revised draft investment assessment framework for comment. A presentation to highlight the various changes and rationale for these changes will be made.

A business case has been developed for State Highway 1 between Christchurch and Dunedin. The outcomes of the business case will be presented.

Provision of cycleway facilities on State Highways within Dunedin have been challenging. Progress is being made and this presentation will update the Committees on the current thinking and status of projects.

#### **Views of Affected Parties**

There are no matters in this report which require consideration under this heading.

#### **Legal Compliance**

There are no legal issues identified within the report.

#### **Consistency with Council's LTP/Annual Plan/Policy/Strategy**

The contents of this report are consistent with Environment Southland's and Otago Regional Council's planning requirements.

#### **Financial and Resource Implications**

There are no financial or resource implications for Environment Southland or Otago Regional Council contained in this report.

## **Item 5 Review of the Regional Land Transport Plans**

<b>MORF ID:</b>	<b>Strategic Direction:</b>
<b>Report by:</b> Jane Turnbull, Manager Strategic and Transport Planning, ORC	<b>Approved by:</b>

### **Purpose**

To update the Regional Transport Committees on progress with the review of the Otago and Southland Regional Land Transport Plans (RLTPs) and seek the RTCs' views on the policies to be included in the reviewed RLTP and on the advocacy programme proposed for the RTCs.

### **Summary**

We have held four Roadshows so far - with Clutha, Queenstown Lakes and Waitaki District Councils and Dunedin City Councils. Roadshows are yet to be held with Central Otago, Gore and Southland District Councils and Invercargill City Council. The matters raised at these Roadshows are listed below.

A condensed list of RLTP policies is included for the Committees' consideration, along with a proposed advocacy programme. The latter is based on the advocacy provisions listed in the Supporting policies of the current RLTP.

This report also sets out the next steps of the RLTP review.

### **Recommendation**

It is recommended that the Regional Transport Committees resolve to endorse:

1. as the basis for consultation with representative land transport users, the problem and benefit statements, the goal, aims and objectives set out in the attachment to this report;
2. as a draft for inclusion in the reviewed RLTP, the revised list of policies and the advocacy programme for the RTCs set out in the attachment to this report;
3. the proposed approach to consultation with representative land transport users outlined in this report.

### **Report**

#### **Report on the Territorial Authority Roadshows held so far**

The territorial authority roadshows have proved to be a useful way to introduce the Regional Transport Committees to the district/city councillors, and to explain the RLTPs as well as NZTA's approach to state highway investment and to its planning and investment function. Territorial authority Councillors noted they liked the close working relationship portrayed by the joint presentation, central government, the two regional councils and the territorial authorities working together.

Many of the questions from Councillors sought to gain a better understanding of the funding process between their Council and the RTC. Territorial authority Councillors noted that this was the first time that they had a full presentation on the RLTP, the RTC and related roading matters and they greatly appreciated the opportunity. Other matters raised are listed below:

1. some councils raised the issue of the local government annual planning timeline and the RLTP timeline not aligning well - they are likely to raise this matter through LGNZ in an effort to get the timing of these processes better aligned;
2. there were a number of comments made on state highway issues/problems, some of which were answered at the respective meeting while others were to be reviewed. Most resulted in a good understanding and some agreement as to future action/management;
3. there was some interest in how transport work is intersecting more and more with regional economic development work aimed at catering to, managing and benefitting from tourism;
4. there were questions on:
  - (a) cycleway co-ordination and funding;
  - (b) the relationship of KiwiRail to the RTCs' Land Transport activities and plans;
  - (c) heavy freight use of roads/highways;
  - (d) stock effluent disposal stations coverage and the on-going funding arrangements.

### **Reviewing the RLTP policies and the RTCs' advocacy programme**

At their last meeting the RTCs asked their Otago Southland Technical Advisory Group (TAG) to review the current RLTP policies and recommend a shorter list of policies for inclusion in the reviewed RLTPs. This shortened list is shown at the end of this report.

In order to shorten the list of current RLTP policies, any out-of-date or business-as-usual matters have been excluded, along with policies that would better sit in a regional public transport plan. The remaining provisions in the current RLTP have been separated into three types:

1. those that truly provide policy guidance;
2. those that state the advocacy the RTCs should undertake (formerly part of the list of supporting policies); and
3. the residual, which represents a list of work that the RTCs expect one or more Approved Organisations would undertake.

These are set out in the attached list.

Only the provisions titled "Policy" in the attachment would become the RLTP policies. The provisions listed under the title "Advocacy the RTCs will undertake" would be included in the RLTPs is a separate section setting out the RTCs' advocacy programme. Those titled "Work we expect one or more AOs to do" would ordinarily sit outside the RLTP. The Committees' might like to consider whether they would like to retain such a list.

### **Next steps**

The Land Transport Management Act requires a RTC to consult representative land transport users and providers on a review of the RLTP. Full consultation on a "new" RLTP document (both strategic front-end and programme of works) using the special consultative procedure is anticipated for November this year.

Meanwhile, the RTCs have the opportunity to consult “representative land transport users” on the revised strategic priorities. The following approach is proposed for the first week in May 2017:

- an online survey (using Survey Monkey); plus
- targeted meetings with invited parties: one in each of Invercargill, Dunedin and either Queenstown or Cromwell.

More details will be given at the RTCs meeting.

### **Attachments**

Shown on the following pages are the problem and benefit statements, goal, aims, objectives and policies and the advocacy programme for the RTCs.

## **Problem and benefit statements, goals, aims, objectives and policies proposed for the reviewed RLTP common front-end**

### **THE KEY PROBLEMS WORTH INVESTING IN**

1. Attitudes and behaviour together with inconsistent quality of routes in the region results in fatal and serious injury crashes.
2. Sections of the network are increasingly vulnerable to closure from adverse events resulting in economic and social disruptions.
3. Inability to assess, plan, fund and respond to changing transport user demands in a timely way results in some poor investment prioritisation and decisions.

### **THE BENEFITS ANTICIPATED FROM INVESTING IN THESE PROBLEMS**

1. Reduced social impacts of fatalities and serious injuries
2. Improved community connectivity and wellbeing
3. Improved network performance and capability
4. Value for money - particularly in regard in timely investments

### **GOAL**

The transport system in Otago and Southland provides for mobility, economic activity and productivity while minimising serious road trauma. *[Note, new wording on safety, as requested]*

### **AIMS** *(previously called higher level objectives)*

#### **Transport supports and enables economic activity and growth**

- The transport system is enabling and supporting the productivity of key sectors of the Otago and Southland economy, including those with the potential to create significant economic growth.

#### **Transport helps shape the future of Otago and Southland positively**

- The transport system in Otago and Southland is helping ensure that communities in Otago and Southland remain pleasant places to live.

#### **The transport system meets social needs**

- The level of service that customers receive from Otago and Southland's transport system meets social needs for accessibility, mobility and connectivity in an affordable, safe and sustainable manner, enabling participation in community life and civic affairs.

### **OBJECTIVES** *(not in any particular order of priority)*

#### **Tourism is enabled and supported**

- The transport system is supporting economic activity by helping ensure travel remains a key driver of tourism growth in our regions (and thus nationally).

#### **Exporting is supported**

- The transport system is supporting the productivity of those sectors of the economy that produce exports.

### **Growth is enabled**

- In those areas that are growing, the transport system meets urban residential and business demand, so the potential for growth is realised and these communities shaped positively.

### **Non-traditional economic sectors are supported**

- The transport system supports growth in new and non-traditional industries (that don't involve tourism or freight export of goods).

### **A choice of travel modes**

- Available mode choices are meeting the social need for mobility and accessibility in a safe and sustainable manner.

### **The network is reliable and resilient**

- The transport network is reliable and resilient and its function helps ensure community resilience.

### **Externalities are managed adequately**

- The transport system is sufficiently safe for all its users (provided they are using a supported mode of travel and complying with traffic management rules & regulations); the other externalities of the transport system are of an acceptable level/type.

### **Sufficient funding to realise this strategy**

- There is sufficient funding to focus on the key problems needing to be addressed.

## **POLICIES**

### Notes:

1. The following section is categorised by the topics listed in the current RLTP, to aid the RTCs consideration of these proposed provisions.
2. The numbering refers to policies in the existing RLTP and will be updated once this RTCs meeting.
3. The wording of a small number of current RLTP policies has been refined.

## **Minimising serious road trauma**

### **Policy**

- P.1.1 Follow the Safe System approach for improving road safety, and apply effective interventions.
- P.4.4 Encourage all users of the transport system to take personal responsibility for their own behaviour, and how it impacts on their own and others safety.
- P.4.1 Provide for the safe operation of all legitimate transport modes.
- P.4.11 Allocate road space to walking and cycling where needed to ensure safe travel.
- P.4.12 In areas where the safety of those using active transport to commute is at significant risk from the traffic, build cycleways/walkways separated from motorised traffic.

### **Advocacy the RTCs will undertake**

- P.1.7 Advocate for cell phone coverage over the whole of Otago Southland to provide emergency coverage.
- New Advocate for the development and use of a South Island-wide model of tourism flows (numbers and value).

### **Work we expect one or more AOs to do (*need to add who is responsible for doing each item listed*)**

- P.1.4 Research and pilot new ways of moving towards zero serious road trauma on our networks including methods for bringing about the social change needed.

- P.1.2 Develop a more accurate baseline of serious injuries on the regions' transport corridors, based on reliable information, using robust scientific and statistical methods.

### Ensuring resilience

#### Policy

P.2.14 and P.26

Manage travel demand in a way that promotes resilience when expected changes in the price and supply of oil-based fuels necessitate this, by prompting a change in travel behaviour towards increased walking, cycling and public transport use in urban areas by:

- managing traffic to maintain certain levels of congestion;
- adapting the supply and pricing of car parking over time; and/or
- promoting multi-modal journeys.

#### Advocacy the RTCs will undertake

*None*

#### Work we expect one or more AOs to do (*need to add who is responsible for doing each item listed*)

- P.2.9 Develop an Otago Southland resilience plan which:
- identifies risks to key routes;
  - specifies management strategies for these risks (including minimising road closures, keeping overall disruptions to a minimum, and providing for adequate detour routes for critical connections);
  - sets up a system to continuously monitor, and improve as necessary, the resilience of the transport network.
- P.2.10 Minimise road closures on key routes arising from maintenance/improvements by ensuring adequate detour routes for all modes of transport, and keeping overall disruptions to a minimum.
- P.3.14 Develop a prioritised programme of improvements to the strategic visitor network, focusing on safety, reliability and resilience.
- P.2.15 Ensure monitoring and communications systems are in place for the state highway network and key arterial roads, communicating road closures and conditions to users of the transport system. *[Question: is this fully in place already?]*

### Freight

#### Policy

- Obj 3.1 Ensure freight movements within or across Otago and Southland are efficient:
- All state highways should be capable of providing overweight and over dimensional access, or cost effective alternative routes should be available where this is not appropriate;
  - All state highways, national roads, regional roads, arterial roads and primary collector roads should be accessible by High Productivity Motor Vehicles, or cost effective alternative routes are available where this is not appropriate;
  - Most local roads should be accessible by 50 tonne vehicles;
  - There should be appropriate links between the road freight network and the rail network
- New Recognise the importance of the internal freight task and the criticality of connecting points of production to points of processing and exporting, as well as the connections required for local distribution.

#### Advocacy the RTCs will undertake

- P.3.9 Advocate for funding streams to be amended so road and rail are funded from the same source, encouraging sensible strategic planning for transport, and wise use of resources.



New Advocate for the development and use of a South Island – wide model of freight flows (value and volume).

**Work we expect one or more AOs to do (*need to add who is responsible for doing each item listed*)**

P.3.2 ORC and ES lead work on identifying the strategic freight network – the routes that are critical for the transport of product in Otago Southland.

P.3.6 Define, protect and improve the connection between the roading part of the strategic freight network, and ports, airports and other hubs.

P.3.1 Operate, maintain, and improve the strategic freight network to allow efficient movement of heavy vehicles, including overweight and over-dimensional vehicles.

## **Visitors**

### **Policy**

New Operate, maintain and improve the strategic visitor network (including the cycle network) to allow safe, reliable visitor travel.

### **Advocacy the RTCs will undertake**

P.3.22 Advocate for alternative funding mechanisms, beyond development contributions, to ensure those directly benefiting from tourism-oriented facilities, infrastructure and services associated with transport, contribute fairly to their funding.

P.3.23 Promote touring routes within Otago and Southland, including between Dunedin and Queenstown, Queenstown and Milford, and the Southern Penguin Scenic Journey through The Catlins.

**Work we expect one or more AOs to do (*need to add who is responsible for doing each item listed*)**

P3.20 ORC and ES lead work on identifying the strategic visitor network– the routes that are critical for the transport of visitors to protect and develop our economy

P.3.14 Develop a prioritised programme of improvements to the strategic visitor network, focusing on safety, reliability and resilience and catering to the special needs of visiting drivers (both domestic and overseas).

- roadside facilities, destination signage and information, to promote quality, safe travel experiences in those areas frequented by visitors (for example rest areas, public conveniences, and pull-off areas for vistas);
- journey planning information for visiting drivers, about road conditions and travel times;
- adequate, appropriate coach parking, pick-up/drop-off points in areas used by tourists;
- adequate facilities and services for transporting cruise ship passengers;
- choice in public transport services between towns.

P.3.19 Support the growth of cycle tourism by planning and providing attractive and safe choices for travel between parts of Nga Haerenga the NZ Cycle Trail.

## **Providing for mode choice including walking, cycling and public transport**

### **Policy**

P.4.18 Support and promote growth in cycle and pedestrian trips.

P.4.20 Provide these public passenger services (with or without subsidy, as appropriate):

- (a) three separate integrated urban public transport networks, one in Dunedin, one in Wakatipu Basin, one in Invercargill delivered by:
  - (i) scheduled bus services;
  - (ii) taxi and shuttle services, including taxi vans or shuttles with wheelchair hoists;

- (b) between centres within Otago Southland and beyond, provided by bus and small passenger service vehicles;
- (c) school bus services (separate from public buses in the integrated networks, used by school children) provided by Ministry of Education as an ‘excluded service’, or by a bus operator and registered as an ‘exempt service’;
- (d) taxis, shuttles and private hire services in those areas where providers choose to operate;
- (e) bus and rail services for excursions and special events;
- (f) community-based schemes and informal arrangements, where people choose to operate them;
- (g) emergency and medical-related transport services.

P.4.3 Consider the needs of people with cognitive, physical or sensory impairments in the design of new infrastructure and the provision of services.

#### **Advocacy the RTCs will undertake**

- P.4.5 Advocate for new urban development provides for a range of transportation options and good connectivity between modes – including public transport, walking and cycling, mobility scooters, as well as motorised vehicles.
- P.4.19 Advocate for the minimisation of regulatory and administrative barriers for initiatives such as car clubs, car sharing, ride sharing, community transport services, when these help communities to be self-reliant.

#### **Work we expect one or more AOs to do (*need to add who is responsible for doing each item listed*)**

- P.4.21 Contract public transport services on any key corridors in Otago and Southland where there is no adequate commercial service provided, provided there is sufficient support from both the community and bus users to make the service viable to fund and operate. *Question for RTCs: is this still a valid expectation?*
- P.3.11 Protect KiwiRail’s ability to continue operations (including maintenance) safely and efficiently, including options to create more sidings, increase train speed and numbers and grow freight transport.
- P.4.10 Include provision for safe walking and cycling in all new road construction and major improvements in areas of high pedestrian and cycle use.
- P.4.2 Ensure infrastructure is sufficiently integrated to allow people and freight to change safely and efficiently from one mode of travel to another, including from the roading network to rail, air or water networks.
- P.4.13 Expand and improve the cycling network, and connect existing cycling routes to keep cyclists safe, and to encourage new cyclists, giving priority to those areas where there is latent or emerging demand, and to initiatives that assist with access to and from schools, workplaces, and local commuting trails.
- P.4.14 Ensure all urban buses are able to carry bikes, and urban town centres have bike racks.

#### **Managing the environmental effects of the transport system**

##### **Policy**

*None*

#### **Advocacy the RTCs will undertake**

- P.2.8 Advocate for a national requirement that all trucks carrying stock have an effluent tank, that prevents any effluent discharge onto public roads, and provide adequate disposal facilities.
- P.6.3 Advocate for the proper control of vehicle emissions through:
  - government rules on smoky vehicles, and emission standards for imported vehicles and fuels;

- appropriate vehicle quality standards in the Requirements for Urban Buses, and the Regional Public Transport Plans;
- consideration of public transport emissions in NZTA funding mechanisms.

**Work we expect one or more AOs to do (*need to add who is responsible for doing each item listed*)**

P.2.3 Complete a network of stock truck effluent disposal sites across Otago and Southland

## **Item 6 Next Meeting**

It is proposed to hold a meeting of the Otago and Southland Regional Transport Committees on 19 May 2017 in Balclutha.

### **Recommendation**

**It is recommended that the next meeting of the Regional Transport Committees be held on 19 May 2017 in Balclutha, or, if required, earlier at the discretion of the Committee Chairmen.**